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**DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310**

IN REPLY REFER TO

AGAM-P (M) (28 Apr 69) FOR OT UT 691154

5 May 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 10th
Combat Aviation Battalion, Period Ending 31 January 1969 (U)

AD 501619

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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as

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 10TH COMBAT AVIATION BATTALION
APO San Francisco 96377

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9 February 1969

SUBJECT: Operational Report of 10th Combat Aviation Battalion for
Period Ending 31 January 1969 RCS CSFOR-65 (RI) (U)

SEE DISTRIBUTION

1. Section I, Operations: Significant Activities.

a. (C) General. The mission of the 10th Combat Aviation Battalion is to provide aviation support as directed by Commanding Officer, 17th Combat Aviation Group in support of airmobile operations designed to search out and destroy the insurgent enemy and to extend Government of Vietnam (GVN) control of the population: To provide general support aviation as directed by Commanding Officer, 17th Combat Aviation Group to First Field Force, Vietnam (IFFV) Deputy Senior Advisor (DSA) II Corps and 5th Special Forces Group: To provide command and control of assigned attached units as directed by Commanding Officer, 17th Combat Aviation Group.

b. (U) Personnel.

(1) From December 1968 through the current date there has been a gradual infusion of personnel of the battalions within the 17th Combat Aviation Group. This has been necessary to prevent the projected rotation hump due in October and November 1969. Upon completion of this infusion the Warrant Officer turn over should be reduced to or below 15% in October and rise to 19% in November. The Commissioned Officer and Senior NCO's will remain at about 25%. Six month voluntary extensions will add to this problem.

(2) On 11 January 1969, the units of the battalion were reorganized under TOE/MTOE 1-077G per USARPAC General Order 771. The transportation and signal detachments were inactivated and absorbed into the unit structure.

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(3) The requirement for non-rated supply officers, as indicated by past ORLL's has been increased due to the MTOE. In the past the 243rd Assault Support Helicopter Company was the only unit not authorized a Unit Supply Technician. The MTOE provides a Battalion Supply Technician but now leaves all units without an organic Unit Supply Technician, MOS 761A. The continuous requirement for requisitioning equipment, the possibility of a company being transferred to another battalion, combined with the amount of equipment authorized by the MTOE make it essential that a qualified supply officer be authorized and assigned. There are presently two (2) aviators acting as property book officers in this battalion thus causing another drain on our aviation resources.

(4) Changes in command and primary staff positions were as follows:

(a) On 6 December 1968, Major Bobby L. Moore, OF103880, assumed command of the 155th Assault Helicopter Company from Major William J. Poole, 087317.

(b) On 19 December 1968, LTC James H. Burress, OF106070, assumed command of the 10th Combat Aviation Battalion from LTC William A. Walker, 092835.

(c) On 27 December 1968, Major Victor E. Micol Jr., OF103510, assumed command of the 48th Assault Helicopter Company from Major Robert E. Harris, 076197.

(d) On 28 December 1968, Captain Terry C. Anderson, 05240073, assumed duties as Aircraft Maintenance Officer, replacing Major William E. McDonald, OF113757. On 7 January 1969, these duties were assumed by Major William J. Shields, 02279482, and on 22 January 1969 they were assumed by Major Charles B. Cooke, 094063.

(e) On 15 January 1969, Major John R. Jeter Jr., 072109, assumed duties as Executive Officer of the 10th Combat Aviation Battalion from LTC Edwin M. Clay, 01919430, who departed 7 November 1968.

(f) On 17 January 1969, Captain Charles H. Fairchild, 05321656, assumed command of Headquarters and Headquarters Detachment from Captain Robert E. Fitchett, 05318171.

(5) Unit strengths as of 31 January 1969. (incl 1)

c. (C) Intelligence.

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(1) Physical Security: Continuous improvement of installation defenses throughout the 10th Combat Aviation Battalion marked this reporting period. Eighteen hundred meters of concertina fencing have been erected in the Headquarters area. Two new bunkers have been erected and an armed gate has been established on the east side of the Dong Ba Thin Post. The perimeter defence has been reinforced by adding 38 Claymore Mines to the 12 already in use, while 500 more are being prepared for use at this time. Additional trip flares have been added to the perimeter defence along with concealed barrels of JP-4 connected to command detonators. The outside of the perimeter has been cleared of brush and vegetation for 100 meters to facilitate better fields of fire.

(a) The 48th Assault Helicopter Company has added 800 meters of concertina and three new bunkers have been built in strategic locations on the compound.

(b) The 92nd Assault Helicopter Company's perimeter is now on post power with a generator back up. New lights have been installed and 800 meters of concertina have been added to the perimeter. Twelve firing pits have been added and three more bunkers have been constructed.

(c) The 155th Assault Helicopter Company has constructed three new bunkers.

(d) The 192nd has added more concertina wire, 2 new bunkers and has concealed barrels of JP-4 in strategic locations with command detonators.

(e) The 243rd Assault Support Helicopter Company has installed 600 meters of concertina wire and constructed one new tower.

(2) Intelligence and Counter Intelligence: During this quarter, attacks on friendly installations have been initiated primarily by local Viet Cong.

(a) At 090035 December 1968, the 281st Assault Helicopter Company based at Nha Trang, underwent a mortar attack. Four rounds inflicted light damage to four helicopters, rendered 12 phone cables temporarily inoperative and wounded two flight line personnel.

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(b) There were 12 attacks on the 155th Assault Helicopter Company, Camp Coryell, Ban Me Thuot. Negative damage and negative injuries were reported for one (1) 75MM Recoiless Rifle attack, one (1) B-40 Rocket attack, and four (4) 82MM Mortar attacks. The remaining six attacks are listed below with the results of those attacks.

(1) 122009 Nov 68 15 rounds of 75MM Recoiless Rifle fire fell into the compound inflicting light damage to 5 aircraft and 4 structures. There was 1 WHA.

(2) 140215 Nov 68 19 rounds of 82MM fell into the compound. 10 aircraft, 8 structures and 6 vehicles received light damage. There were 5 WHA.

(3) 162205 Dec 68 18 rounds of 75MM Recoiless Rifle fire fell into the compound. 7 aircraft, 2 structures, and 6 vehicles received light damage. There were 5 WHA.

(4) 240026 Dec 68 10 rounds of 60MM Mortar fell into the compound. There were 2 vehicles damaged and 2 WHA.

(5) 060000 Jan 69 14 rounds of 82MM Mortar fell into the compound. 6 aircraft received moderate damage and 1 vehicle received light damage.

(6) 082310 Jan 69 20 rounds of 82MM Mortar fell into the compound. Three structures were damaged. There was 1 KHA and 1 WHA.

(c) Enemy activity in the Ba Cuom and Dong Bo Mountain is increasing. The enemy is capable of launching an attack in the Dong Ba Thin area with a multi-battalion force. A stand off mortar attack coordinated with sapper is possible. An all out ground infiltration and attack is feasible but not expected.

d. (C) Operations.

(1) Plans: At the close of the reporting period the 10th Combat Aviation Battalion is commanding and coordinating the missions of its assigned units from its base camp at Dong Ba Thin, RVN. There has been no forward Tactical Operations Center during this reporting period, but the 10th CAB facilities remain ready to move in support of operations anywhere in RVN.

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(2) Operations: Units of the 10th Combat Aviation Battalion continue to provide aviation support throughout the seven southern provinces of the II Corps Tactical Zone. Aviation assets are furnished to support Task Force South, a joint US and ARVN operation in the Dalat, Bao Loc, Phan Thiet area, supporting the 3rd Battalion, 503 Infantry an element of the 173rd Airborne Brigade, 3rd Battalion, 506 Infantry an element of the 101st Airborne Division (Airmobile) along with ARVN Ranger and Infantry units. In other areas of responsibility, support is provided to the 9th ROK Infantry Division (White Horse), the 22nd and 23rd ARVN Divisions, 5th Special Forces Group, and general support throughout the area of operation. No unit displacements have occurred during the quarter. The 92nd Assault Helicopter Company continues to maintain a base camp at Dong Ba Thin and supports elements of Task Force South from its forward area at Bao Loc.

(3) Operations of the 48th Assault Helicopter Company: During the reporting period the 48th Assault Helicopter Company continued to support the 9th ROK Infantry Division in all of its aviation requirements to include resupply, combat assaults, extractions, command and control, medical evacuations, overhead troop cover, convoy cover, and reconnaissance missions. In addition the 48th Assault Helicopter Company also gave support to the surrounding US and ARVN units on an individual request basis. During the quarter, the 9th ROK White Horse Division, supported by the 48th Assault Helicopter Company, killed 245 enemy and captured 3. Ninety-nine enemy small arms, 10,897 rounds of small arms ammunition, 32 hand grenades, 18 sticks of TNT, 3 machine guns, 4 land mines and one radio were captured during various operations throughout the ROK area of operations. A total of 6518 hours were flown, 27,237 sorties flown, 41,851 troops lifted, 2134 tons of cargo were hauled, and 17 enemy confirmed KIA during this reporting period. One aircraft was lost and ten were damaged. During the month of November the 48th Assault Helicopter Company acquired two new ROK pilots bringing the total to four. All four of them have successfully completed their training and have been awarded wings and aircraft commander orders. They returned to their parent organization in early December. The aircraft maintenance personnel of the 48th Assault Helicopter Company and the 390th Transportation detachment have once again accomplished their mission in an outstanding manner. On 14 November they reported 100% flyable aircraft. This achievement was repeated on the 15th of November, and the 2nd and 3rd of January.

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(b) Operations of the 92nd Assault Helicopter Company: The 92nd AHC continues to operate out of its forward location at Bao Loc with its base camp at Dong Ba Thin. The forward element coordinates with elements of Task Force South for utilization of its aircraft. The mission of the 92nd AHC is divided between Task Force South and IFFV. Seven lift aircraft and four gunships are committed to Task Force South daily with two of the gunships on standby at Dong Ba Thin. Throughout the quarter the missions for Task Force South included work for the 53rd Regiment, 3rd Battalion 503rd Infantry, 173rd Airborne Brigade, 5th Special Forces sponsored companies of "Mike Strike" Forces and RF/PF forces in Lam Dong (Bao Loc) and Tuyen Duc (Dalat) provinces. Since the 3/503 and 53rd ARVN Division frequently move their area of operation the 92nd Assault Helicopter Company was called on to provide support for large scale troop movements. On the majority of these troop movements the 243rd Assault Support Helicopter Company supplied Chinook helicopters to expedite operations. During the time periods when the supported units were located in the area of operations, the unit provided aircraft daily for resupply, LRP activities, command and control, and "Snoopy" missions. The "Snoopy" missions are aircraft surveillance missions using a mechanical device to sense personnel on the ground. These periods of light activity compensated for the heavy demands placed on the unit during large operations. In support of Task Force South the 92nd Assault Helicopter Company compiled 3344 hours of flying time, 11,000 sorties, 13761 troons moved, 276 tons of cargo and 6 medivacs. In addition to the Task Force South commitment the 92nd Assault Helicopter Company flew support for DSA II Corps including MACV Advisory Detachments at Bao Loc, Phan Rang, Dalat, Nha Trang and Ban Me Thuot. The 92nd Assault Helicopter Company also supported MACV Navy, 18th Engineer Brigade and various missions for 17th Combat Aviation Group. In support of IFFV the 92nd Assault Helicopter Company compiled 788 hours of flight time, 2074 sorties, moved 3350 passengers and airlifted 70 tons of cargo.

(c) Operations of the 155th Assault Helicopter Company: The past quarter was characterized by the commitment of the majority of the company's aircraft in support of the 23rd ARVN Division, 5th Special Forces Group, and the 4th Infantry Division. In addition to the support provided to ARVN and US Forces, the company provided an aircraft daily to Quang Duc and Darlac sectors. During November the 155th AHC provided support for troop lifts in the II Corps Tactical Zone. In addition to these lifts it provided aircraft for the 5th Special Forces Group in Lam Dong, Khanh Hoa, Darlac, Quang Duc, Tuyen Duc and Phu Bon provinces. Camp Coryell came under attack twice during November. At 2009 hours, 12 Nov 15 rounds of .75 recoilless rifle damaged five aircraft and wounded one man. At 0215 hours, 14 November 19 rounds of 82MM mortar damaged 10 aircraft, 6 vehicles and injured 4 persons. In December the 155th Assault

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Helicopter Company conducted air assaults on Bu Prang, Cheo Reo, Duc Lap and for the Duc My Rangers. Camp Coryell came under attack 4 times in December taking a total of 50 rounds of 82MM, 10 rounds of 60MM and 18 rounds of 75 Recoiless Rifle sustaining light damage to 7 aircraft, light damage to 2 structures, no vehicle damage and 3 wounded. Throughout the month of January 1969, the 155th Assault Helicopter Company has provided continuous support for the 23rd ARVN Division. The company has also continued to provide support for II Corps, 5th Special Forces Group as well as daily sector ships for Quang Duc and Darlac Sectors. Camp Coryell was attacked 4 times in January. A total of 44 82MM mortar and B-40 rounds hit the compound causing light damage to 6 aircraft, light to heavy damage to 3 structures, 1 vehicle suffered light damage and two men were wounded, one dying of his wounds later. During this quarter the 155th Assault Helicopter Company flew 5,100 hours, 18066 sorties, 33,681 troops moved, 591 tons of cargo, killed 19 by air and medivaced 19 personnel.

(d) Operations of the 192nd Assault Helicopter Company: The 192nd Assault Helicopter Company continued its operations for Task Force South in AO McClain through the month of November. Major supporting units were 3rd Battalion 506th Infantry and 44th ARVN Regiment. No large scale moves were made, but the unit participated in numerous platoon and company size operations. DSA II Corps missions for Phan Thiet MACV were flown. One IFFV mission for 5th Battalion 27th Artillery was supported daily. Weather hampered operations in November with two typhoons in the area of operations. In December the 192nd Assault Helicopter Company moved the 3/506th and the 44th ARVN Regiment into three fire support bases in three different sections of AO McClain. The first two moves were into FSB Ba Thin and FSB Daniel northwest of Song Mao. Six CH-47's, 2 CH-54's, 10 slicks and 4 gunships were required in this move. A large amount of supplies and weapons were found, but contact with the enemy was scattered. The last fire base to be moved was FSB Ann Dell. In December the 192nd Assault Helicopter Company flew missions in support of DSA II Corps to include Phan Thiet MACV, Phan Rang MACV, Dalat MACV and Bao Loc MACV. In support of these missions, and Task Force South, the 192nd Assault Helicopter Company flew 2,983 hours leading the other companies by over 700 hours. On the 8th of January the 192nd Assault Helicopter Company moved the 3/506th into FSB Zouart. Upon completion of the days mission the gunships were scrambled to a tax collection point on Highway One. Five out of six gunships received hits, two were grounded as the result of the hostile fire. A combat assault was initiated the night of the 8th and the enemy action was suppressed. On 17 January 1969 two companies of enemy soldiers were cornered seven miles west of Phan Thiet. The 192nd Assault Helicopter Company gunships were called into support the operation. Three aircraft were damaged by enemy fire, one so severely damaged it was necessary to evacuate it to Vung Tau for repairs. One pilot was wounded and required medivac.

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On the night of 24 January 1969 an enemy battalion attempted to overrun a compound at the village of Tuy Phong. The 192nd Assault Helicopter Company gunships were called to support the beleaguered outpost and flew in support until 0730 hours the next morning. The 192nd Assault Helicopter Company continued to fly DSA II Corps missions in January. During the quarter the 192nd Assault Helicopter Company flew a total of 7,476 hours, 20,132 sorties, 1243 tons of cargo, 29,794 troops moved, killed 84 enemy and made 67 medivacs.

(e) Operations of the 281st Assault Helicopter Company: During the reporting period support was rendered to various elements of the 5th Special Forces Group, to include MACV Recondo School and Detachment B-52. In addition the 281st Assault Helicopter Company supported several units in the coastal area. During the first half of November, the 281st commitment of 6 UH-1H and 4 UH-1C aircraft in support of 5th Special Forces Detachment B-52 (Project Delta) was completed. During the mission (Warbonnet), the aircraft assigned the mission compiled 477 hours and 797 sorties while 1120 passengers and 23 tons of cargo were lifted and 5 medical evacuations were performed. The 281st Assault Helicopter Company accumulated, for the quarter, a total flying time of 5642 hours, while 13,532 sorties were flown, 26,426 passengers and 336 tons of cargo were lifted, and 31 medical evacuations performed. There were 6 aircraft hit by enemy fire.

(f) Operations of the 243rd Assault Support Helicopter Company: The 243rd Assault Support Helicopter Company continued in support of Task Force South with an average of five (5) aircraft daily. Normally three aircraft were allocated to units in the Bao Loc, Dalat area in support of the 173rd Airborne Brigade. One (1) aircraft supported the 3rd Battalion 506th of the 101st Airmobile Division in the Phan Thiet area and one (1) normally supported the 9th ROK Infantry Division (White Horse) or the 23rd ARVN Division on an alternating basis. Occasional support was also given to 17th Combat Aviation Group, Cam Rahn Bay Support Command, ROK 10th Infantry Division (Tiger) and the 4th Infantry Division. The 243rd Assault Support Helicopter Company compiled a total of 3,479 hours and 9,551 sorties and carried 44,301 passengers and 11,733 tons of cargo during the reporting period.

(g) Operational Results (Incl 2)

c. (U) Training.

(1) Training this quarter has consisted of increased emphasis on aviation safety. Classes have been held on safety procedures for aircraft

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crews, first aid procedures have been received and a vigorous check ride program has been continued. Classes on weapons safety have been conducted. Supervised live firing exercises were practiced in conjunction with live gas exercises and protective mask training. Character guidance classes and command information classes, water safety, vehicle safety, civil affairs, field sanitation, military justice, and escape and evasion were some of the other subjects emphasized by the units during the quarter.

(a) 48th Assault Helicopter Company: The training program in the 48th Assault Helicopter Company continued to increase this quarter. All new incoming personnel are required to zero and fire their individual weapons, fit and test their protective masks, and undergo orientation on security, survival, safety of firearms and sentry duty. All personnel are being cross trained or familiarized in other duties to increase their effectiveness to the unit. Continued emphasis is being placed on safety.

(b) 92nd Assault Helicopter Company: The large turnover of personnel during the quarter required special emphasis on replacement training. Classes are held on a weekly basis on subjects such as the Geneva Convention, Code of Conduct, driver training, command information and all required subjects.

(c) 155th Assault Helicopter Company: The 155th AHC holds regular classes on all required subjects. This quarter covered driver training, aircraft safety, command information, and Guidance Counciling.

(d) 192nd Assault Helicopter Company: During the past quarter training has consisted of weekly command information and orientation of weapons to include familiarization, qualification, zeroing, maintenance and safety. Mandatory training this quarter covered CBR, civil affairs, first aid, self aid, field sanitation, material readiness and the Army's relationship to Vietnam and the Vietnamese.

(e) 281st Assault Helicopter Company: Training for the period included escape and evasion, Rules of Engagement, Crash and Rescue, Company Alert Plan, Unit SOP Code of Conduct, Military Justice, First Aid and The Army's relationship to Vietnam and the Vietnamese. The Group Flight Surgeon conducted classes on aviation medicine. IP's continue to give training to new aviators and check rides. Gunship training is conducted almost daily. OJT continues in the use of rappelling, rope ladders and the McGuire Rig.

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(f) 243rd Assault Support Helicopter Company: No instrument tickets were renewed during this reporting period. Check rides were administered and orders published making nine (9) aviators aircraft commanders and one (1) was appointed as unit SIP. The unit continued its cross training of all non-aviator crew members. Necessary qualifications of those individuals needing M-16 training were conducted. Weekly classes on mandatory subjects were conducted and monthly classes on Aviation Safety were given.

f. Logistics.

(1) POL: A study has revealed that the existing aircraft refueling facilities at Dong Ba Thin are inadequate. The primary reason for this shortcoming is two fold. First: The physical location of Dong Ba Thin is an ideal refueling stop for many transit helicopters using the coastal route. Second: Convoy usage for fuel resupply to outlying units has increased; thus over taxing transportation battalions and thereby limiting the number of tankers for local use. To alleviate this problem, larger storage tanks have been procured. The entire system will be upgraded to meet existing safety standards. The mission of upgrading the POL area originally was assigned to the 87th Engineers but the unit was deactivated. To insure the accomplishment of this mission, the 10th CAB has initiated a self help program. At this time one storage tank has been erected and the necessary pipe, gate valves, hoses, pumps, filter separators, and nozzles have been procured.

(2) Maintenance: During the month of June 1968, the 243rd ASHC experienced fourteen premature engine changes. The indications of problem areas were, low available power, engine surging, and fuel control malfunctions. The average life of the 14 engines changed was 325 hours. After evaluating the situation the maintenance officer decided to wash the aircraft engines out every day to try to prevent foreign objects' slowly deteriorating the engine parts. Water was made available and the engines were flushed through the intake with approximately 2 gallons of water. During the last quarter three premature engine changes were made. All three were due to material failure or malfunction. Improper maintenance was not indicated. The average life of these engines were 1105 hours. This trend towards longer engine life indicates that the removal of foreign objects by washing the engine nightly has greatly reduced the wear and tear of engine parts and is partially responsible for improved engine life.

(3) The 192nd Assault Helicopter Company reported that sand erosion of bearings presented significant problems until they began greasing the head and tail rotor each evening as part of the daily inspection. Tail

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rotor grips are rotated and purged every 25 hours to insure a thorough lubrication. As an added preventative, rubber grips have been installed on the inboard side of the tail rotor pitch change links. Perforated steel planking and asphalt have been utilized to keep blowing sand at a minimum. All of these measures have helped reduce the number of bearing changes, but continued application of asphalt and upgrading of maintenance facilities is required to prevent or reduce damage done by blowing sand.

(4) Aircraft status as of 31 January 1969 (Incl 3)

(5) Nomex Flight Suits have become available to all units within the battalion. Sizes remain to be a slight problem due to the lack of enough short small and regular small jackets and trousers.

g. (C) Organization.

(1) The assigned aviation companies remained the same during the reporting period. The structure of the units was altered due to a MTOE per USARPAC General Order 771. The transportation aircraft maintenance and signal detachments were inactivated and absorbed into each of the companies.

h. (C) Civil Affairs. During the past quarter, units of the 10th Combat Aviation Battalion have supported a number of civilian institutions.

(1) Headquarters, Headquarters Company, 10th Combat Aviation Battalion delivered about 800 pounds of food, clothing, candy, and sundry items to the orphanage at Cam Ranh City.

(2) The 268th Medical Detachment of the 48th Assault Helicopter Company is presently supporting the civilian population in the Ninh Hoa area. Four days a week the medical detachment goes to the Ninh Hoa district dispensary and assists in the treatment of thirty to forty Vietnamese civilians daily. Once a week the detachment goes to one of the outlying hamlets. On these visits an average of seventy to eighty patients are seen. In conjunction with the 8th Field Hospital at Nha Trang, there is currently in effect a program to repair all children with cleft palates, cleft lips and other facial deformities. Four such children have received treatment in the past four weeks.

(3) The 92nd Assault Helicopter Company held a Christmas party for the children in the area. The "Pat Ward Memorial Scholarship Fund" is still assisting four young people to complete their education in the Dalat

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Public Schools. During TET a scholarship will be presented to a deserving individual who will pursue the field of education at the University of Dalat.

(4) The men of the 155th Assault Helicopter Company collected \$175 for the children at the Ban Me Thuot Orphanage.

(5) The 192nd Assault Helicopter Company held a Christmas party for the children in their area and contributed food, clothing, and sundries to the children in the Phan Thiet area.

h. (U) Surgeon.

(1) There are four medical facilities in the 10th Combat Aviation Battalion. Three are C1 Medical Detachments (eight enlisted men and one flight surgeon) and the fourth is a Headquarters medical detachment and OA detachment combined (total of thirteen enlisted men and two flight surgeons). These four dispensaries support approximately 3600 people, therefore all of the statistical data which is routinely collected and forwarded through both medical and administrative channels concern this entire population.

(2) Of all the statistics compiled each month, it seems that the daily non-effectiveness rate (number of persons per 1000 troops per day that are not able to perform duty for medical reasons) and the venereal disease rate (number of cases per 1000 troops per year) are probably the two rates most often scrutinized by the administrative commanders.

(3) In our particular case this leads to a problem. Of the 3600 people supported by our dispensaries, only approximately 1500 of these are in the 10th CAB and therefore come under the control of the Battalion Commander. Hence, when the commander issues directives to the companies he is only reaching half the personnel on which the rates are compiled. Therefore the commander has been held responsible unjustifiably so, for activities of personnel not under his control.

(4) To preclude misinterpretation of medical statistics, beginning with the January report, an additional statistical data sheet was included with the standard statistical data sheet. The additional report was compiled from 10th Battalion personnel only and is representative of the medical conditions of the battalion. The new report will be included as an inclosure to the monthly report sent to the battalion commander and to the 17th Combat Aviation Group Surgeon. The venereal disease rate and the daily non-effectiveness rate are lower for battalion personnel than for all other personnel who visited the battalion dispensaries.

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j. (U) Information.

(1) An aggressive program of news gathering and dissemination has been initiated to increase the amount of recognition afforded the 10th Combat Aviation Battalion, its companies and personnel. Immediate goals are the daily recognition of individual and unit accomplishments through the utilization of AFN, AFVNTV, periodicals published in country, and publications of both photographs and narratives concerning individuals who have been decorated for their valor or meritorious service while in RVN. Long range goals include monthly participation of the battalion in a major periodical or Army oriented magazine.

(2) The Vagabond Voice continues as a bi-monthly publication as a service for and in the interest of unit personnel. It also assists in the dissemination of command information.

(3) The following PIO releases were processed through battalion:

- (a) Number of printed releases - 112
- (b) Number of pictorial releases - 76
- (c) Number of hometown news releases - 284
- (d) Number of hometown pictorial releases - 43
- (e) Number of taped interviews - 11

j. (C) Signal.

(1) Successful integration between the 10th Combat Aviation Battalion Headquarters and the 48th Assault Helicopter Company was completed bringing the total of stations on the battalion teletype net to four.

(2) One secure voice ground station using a KY-3 became operational at HHC, 10th CAB. The other companies are ready for installation but a Vietnam wide shortage of adapter cards has prevented completion of the project.

(3) The battalion signal section underwent a CMMI Inspection on 18 November 1968. Maintenance Operations category scored 95% and Organizational Maintenance category scored 97%.

(4) The 48th, 155th, 192nd and 281st Assault Helicopter Companies established Crypto accounts to be able to accomodate the KY28 voice scrambler.

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(1) During the last quarter 1491 men attended 30 Sunday Catholic Mass, and 171 men attended 12 Protestant services. Weekly services were held at Phan Thiet, Dong Ba Thin, Ban Me Thuot, Nha Trang, and Ninh Hoa. Memorial Services were held for 3 men of HHC, 1 man from the 48th AHC, 4 men from the 92nd AHC and 1 man from the 155th AHC for men KIA. 27 visits were made to the hospital, and 74 individuals were counseled.

(2) At Christmas Season the Childrens Choir was invited to sing at one Mass. Food and candy were taken to the orphanage at Tan Binh and Bagnoi.

(3) Day of Recollection was attended in Nha Trang on 3 occasions. One Brigade conference was attended as well as one meeting with Archbishop Terrance Cooke, the Military Ordinariate.

(4) The Battalion Chaplin made trips to the field, visiting the various outlying units on the average of one unit per ten days.

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SUBJECT: Operational Report of 10th Combat Aviation Battalion for Period Ending 31 January 1969 RCS CSFOR-65 (RI) (U)

2. Section II, Lessons Learned: Commander's Observations, Evaluations, Recommendations and Command Action.

a. (U) Personnel.

(1) Aviator Assignment to Units.

(a) OBSERVATION. The experience level of Commissioned aviators and Warrant Officer pilots assigned to this battalion is below the 20% level of the criteria established by Department of the Army.

(b) EVALUATION. The Department of the Army criteria of not allowing the experience level (i.e. second tour aviators or first tour aviators that have been rated a year or have over 500 hours flying experience prior to arriving in Vietnam) to fall below 20% of the assigned aviator strength in a unit does not appear to be valid. Approximately 5% of the Commissioned aviators and 1% of the Warrant Officer pilots in the battalion's assault helicopter companies meet the established experience level criteria. The remaining experienced aviators are required to fill USARV, Brigade, Group and Battalion staff positions. The total experience level for the 10th Combat Aviation Battalion as of 31 January 1969 is 8.3%.

(c) RECOMMENDATION. That Department of the Army review the established 20% experience level criteria with a view toward increasing the level. The recommended experience level should provide at least 20% experience in the companies while retaining the necessary level of experience commensurate with the appropriate staff agency.

(d) COMMAND ACTION: Commanders are urged to utilize manpower as efficiently as possible and to use the most competent new pilots as pilot-in-command prevent undue hardship and fatigue to the existing aircraft commanders.

(2) Shortage of Personnel.

(a) OBSERVATION. A shortage of incoming personnel trained as door gunners has caused this battalion to place inexperienced personnel on aircraft as gunners. This is an extremely critical situation on the armed helicopters.

(b) EVALUATION. The 48th Assault Helicopter Company presently has a total of 8 gunships with a total of four assigned gunners. This situation does not allow for properly maintained combat ready weapons systems. A feasible solution to this problem is to use individuals with other MOS's and conduct on the job training gunnery programs at company level. Such personnel often have no flight physicals, gunnery training or familiarization with the helicopter. Many cases of inadequate or "rush" training programs have been initiated because of mission requirements.

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(c) RECOMMENDATION. That a concerted effort be made at higher headquarters to program an adequate number of capable MOS 11B and 67A10 for assignment to assault helicopter companies as door gunners. The assault helicopter companies will provide the necessary door gunner training.

(d) COMMAND ACTION. Commanders are urged to establish a valid on the job door gunner training program at company level.

(3) Loading of the CH-47.

(a) OBSERVATION. Loading of CH-47 in support of ARVN personnel and dependents is disorganized and unruly.

(b) EVALUATION. ARVN personnel and their dependents crowd around the aircraft ramp and become unmanageable during loading operations. Consequently as many as 70 to 80 people and animals are packed aboard and patiently await take off which obviously can not be executed. The aircraft must shut down and be unloaded and then the crew chief, reinforced by the pilots, must reload the aircraft.

(c) RECOMMENDATION. That the 243rd Assault Support Helicopter Company's policy of raising the cargo ramp and closing the ramp door, thus forcing the passengers to utilize the cabin door, be implemented by other CH-47 units. This way they can be easily controlled and loaded by a single crew member.

(d) COMMAND ACTION. Negative Action.

b. (U) Training.

(1) Practice Alerts and Emergency Training.

(a) OBSERVATION. Night practice alerts and emergency training drills create situations which are potentially dangerous and unsafe.

(b) EVALUATION. Night practice alerts and other emergency training drills are hazardous and not effective because they have not been properly organized before hand. Briefings on individual responsibilities usually are read from SOP's and are, at best, vague. Night practice alerts and scrambles held during the hours of darkness cause many injuries which have, in the long run, created more damage than the practice alert did good.

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(c) RECOMMENDATION. That all units follow the example of the 10th Combat Aviation Battalion and hold supervised walk through alerts during the hours of daylight, until all personnel become familiar with their area of responsibility. After all individuals become familiar with their duties in daylight, hold surprise alerts at night.

(d) COMMAND ACTION. All commanders should conduct daylight walk through practices until all personnel are familiar with their duties, thus eliminating the unorganized, potentially dangerous night practice alert.

c. (C) Intelligence.

(1) OBSERVATION. The security of the 155th Assault Helicopter Company is critical.

(2) EVALUATION. Sentry dogs provided a portion of the needed security. The sentry dogs have since been removed. Personnel from the 155th AHC are not sufficient to fill the gap left by the removal of the sentry dogs.

(3) RECOMMENDATION. Recommend a sentry dog force be attached to the 155th AHC and an additional security force be assigned to the Camp Coryell compound.

(4) COMMAND ACTION. Action has been initiated to get more security at Ban Me Thuot.

d. (U) Logistics.

(1) FOL.

(a) OBSERVATION. Grounding cables, necessary for refueling helicopters, apparently are not available in RVN.

(b) EVALUATION. The 10th Combat Aviation Battalion has initiated a self help program to alleviate this problem and to meet safety standards for refueling helicopters. Old tail rotor cables, reinforcing rods and metal clips have been used to construct necessary ground wires.

(c) RECOMMENDATION. That this safety hazard be rectified at all units with a similar problem. Submission of requisitions to DSU may awaken support channels to the fact this specific problem exists.

(d) COMMAND ACTION. All units within the 10th CAB have been instructed to requisition grounding wires.

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(2) Discharge and Suction Hoses.

(a) OBSERVATION. Discharge and suction hoses, of all sizes, apparently are not available in RVN.

(b) EVALUATION. Requisitions have been submitted by all battalion units with no positive results. All depots indicate a zero balance; therefore, this critical item is not being shipped from CONUS.

(c) RECOMMENDATION. That each unit utilize fuel hoses for their intended purpose.

(d) COMMAND ACTION. Each unit has been instructed to check the status of their requisitions and to update and resubmit requisitions as necessary.

e. (U) Organization. None.

f. (C) Signal.

(1) OBSERVATION. The 48th Assault Helicopter Company, located at Ninh Hoa, has no area communications center available to it and, as a result, had to courier all messages from battalion headquarters at Dong Ba Thin. It was necessary to establish a RATT net from battalion headquarters to the 48th AHC. The operators and technical manuals for the high frequency radios available to the battalion outlined procedures for integration with only like items of high frequency radios. The technical characteristics of these radios were dissimilar and prevented successful integration.

(2) EVALUATION: An operational RATT net existed between headquarters and two of its companies, using the full complement of VSC-2 radios available to the battalion. Because of this commitment, therefore, none was available for issue to the 48th AHC in setting them as a member of the net. The radio available to the 48th AHC was the one being used in the battalion high frequency voice net, the AN/MRC-119; however, it was not compatible with the AN/VSC-2 in the teletype mode, using the necessary on-line Crypto device, with the external controls available on each radio. The installation of the FW-7 to the AN/MRC-119 radio is performed as follows:

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(a) Power for the KW-7 is provided by utilizing the radio's 24 VDC supply. Connect the positive lead on KW-7 to the F3 fuse on the rear cover of the AN/MRC-95 case. Connect the negative lead to any ground terminal lug on the rear cover of the AN/MRC-95. Both of these leads should be routed through the rear vent of the radio case, and they should be short enough to be rolled up into the rear vent in case the latter needs to be closed.

(b) To connect the KW-7 to the radio, merely extend the red, orange, and brown leads sufficiently to reach the KW-7. The red lead is connected to binding post E1 on the KW-7. The brown lead is connected to binding post E5. The orange lead is connected to binding post E3 (ground). Next, connect the short jumper from binding post E2 to binding post E4 on the KW-7. Since the AN/MRC-95 radio uses a 60 ma system, the internal switch in the KW-7 must be set on the 60 ma position. Finally connect the dummy plugs to remaining input and output connectors on the KW-7.

(c) To connect the KW-7 to the teletypewriter use the standard input and output cables and connect in the conventional manner. The receive cable shield should be secured to ground, the black lead to terminal 3, and the white lead to terminal 4. The send cable shield is secured to ground, the black lead secured to terminal 1, and the white lead secured to terminal 4. The shorting bar from terminal 2 to 4 is then removed.

(d) The teletype service selector switch on the R/T Unit must be in the FSK position.

(e) The squelch on the R/T Unit must be in the OFF position.

(f) The MODE switch on modem must be in 850 Hz position.

(g) The RECEIVE-REVERSE-NORMAL switch on modem must be in the reverse position.

(h) Remove the modem from its case.

(i) Locate the A3 transmit module and remove its dust cover by twisting the eye latches 90° counterclockwise and lifting.

(j) Locate the transmit reverse normal switch and turn this to the reverse (rear) position.

(k) Replace the A3 module dust cover, and replace the modem in its case.

(l) When netting two AN/VSC-2's which have been modified as above, the RECEIVE-REVERSE-NORMAL switches must be in the REVERSE position on both sets.

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(3) RECOMMENDATION. Units attempting to integrate AN/IRC-119 and AN/VSC-2 in on-line RATT use above procedures.

g. (U) Safety.

(1) Individual Survival Kits.

(a) OBSERVATION. Aviators are reluctant to wear the leg survival kit because mainly, they feel it distracts them from flying. If the survival kit is placed somewhere other than on the person it is likely to be neglected during a crash and destroyed if a fire occurs.

(b) EVALUATION. The kit can be connected to a strap and placed on the floor next to the door. In this location it will not hamper flight control or entering and exiting the aircraft.

(c) RECOMMENDATION. That all leg type survival kits be attached to a strap and placed on the floor next to the door.

(2) RT-10 Survival Radio.

(a) OBSERVATION. RT-10 radios should be issued on a mission basis to insure one is aboard all aircraft.

(b) EVALUATION. Issuing the RT-10 Survival Radio on an individual basis does not insure that every aircraft will have one on board when it departs on a mission. This is due to a shortage of workable radios. In some cases aircraft commanders are the only personnel issued the radios. This situation may leave a pilot in command without one on board.

(c) RECOMMENDATION. All survival radios be issued from operations on a mission basis.

h. Surgeon. None.

James H. Burriss

JAMES H. BURRISS

LTC, CE

Commanding

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Incls 1 - 4 wd Hq DA

DISTRIBUTION:

2 CINCUSARPAC, ATTN: GPOP-DT, APO 96558

3 CG, USAW, ATTN: AVHGC-DST, APO 96375

2 CG, 1st Avn. Bde, ATTN: AVBA-MH, APO 96334

7 CO, 17th C.G., ATTN: AVGD-SC, APO 96240

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AVBACB-SC (12 Feb 69) 1st Ind
SUBJECT: Operational Report of 10th Combat Aviation Battalion for
Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

Headquarters, 17th Combat Aviation Group, APO 96240 24 February 1969

TO: Department of The Army (ACSFOR, DA), Washington D.C. 20310
Commanding General, I Field Force Vietnam, APO 96350
Commanding Officer, 10th Combat Aviation Battalion, APO 96377

1. (U) This headquarters has reviewed the attached report, considers it to be adequate, and concurs with the contents as stated except as indicated below.

2. (C) The following comments and recommendations are submitted:

a. Section I, Operations: Significant activities.

(1) Paragraph 1d(3) (a), page 5. ROK aviators trained were rated aviators who were transitioned into UH-1D/H aircraft by 17th CAG. Upon successful completion of the course, each was awarded honorary army aviator wings and certificates. The 48th AHC also published and presented, as a good will gesture, company orders appointing them aircraft commanders.

(2) Paragraph 1d(3) (b), page 6. Reference to the support of 173d Airborne Brigade is intended to mean 3/503 Infantry Battalion, a 173d Airborne Brigade unit presently attached to Task Force South. The "snoopy" mission utilizes an airborne chemical personnel detector developed by the USA Limited War Laboratory. Detection of personnel is by chemical means.

b. Section II, Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

(1) Paragraph 2a (1), Aviator Assignment to Units, page 15. Concur: The USARV desired goal of experienced aviators is twenty-five (25) percent. This figure is country wide and not for any particular company or battalion. Command action as stated is appropriate.

(2) Paragraph 2a (2), Shortage of Personnel, page 15. Concur: Action taken at this headquarters is now providing adequate numbers of MOS 11B for training as 67A1Fs to alleviate the shortage.

(3) Paragraph 2a (3), Loading of the CH-47, page 16, Concur: This lesson learned will be disseminated to other CH-47 units in group for their consideration.

(4) Paragraph 2b (1), Practice Alerts and Emergency Training, page 16. Concur: The practice walk through is an effective training method. This lesson learned will be disseminated to all units within the group.

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SUBJECT: Operational Report of 10th Combat Aviation Battalion for
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(5) Paragraph 2c, Intelligence, page 17. Concur: That additional security forces are needed. Efforts to retain the sentry dogs failed in November 1968 after the USARV Provost Marshal conducted a survey of all dog teams in country and came to the conclusion that a higher priority existed elsewhere. In addition, the environment at the airfield was not suited for canine defense because of the nearest to populated areas. I FFORCEV Headquarters has been constantly advised of the security problems at Ban Me Thuot since November 1968. At present a document requesting additional security forces for this area is being staffed at I FFORCEV.

(6) Paragraph 2d (1), POL, page 17. Concur: Action taken will adequately protect the aircraft until grounding wires become available. This headquarters is taking action to obtain sufficient grounding cables for all units.

(7) Paragraph 2d (2), Discharge and Suction Hoses, page 18. Concur: USARV has been made aware of this problem. Item will be included on Units Commanders Critical Items List (CCIL).

(8) Paragraph 2f, Signal, page 18. Concur: This Lesson Learned will be disseminated to all units within the group. Recommend 1st Signal Brigade assist units experiencing compatibility problems.

(9) Paragraph 2g (1), Individual Survival Kits, page 20. Nonconcur: The survival kit was developed for leg wear and can most satisfactorily be utilized as intended. Loose objects on the floor are potential flight hazards.

(10) Paragraph 2g (2), RT-10 Survival Radio, page 20. Concur: The procedure for issuing RT-10 radios is left to the judgement of subordinate commanders. No hard and fast policy is deemed appropriate.

FOR THE COMMANDER:

Marc L. Tumas
MARC L. TUMAS
CPT, ADA
Adjutant

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AVFA-GC-OT (12 Feb 69) 2d Ind

SUBJECT: Operational Report of 10th Combat Aviation Battalion for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

DA, Headquarters, I Field Force Vietnam, APO 96350 10~~Jan~~ 1969

TO: Commanding General, 1st Aviation Brigade, APO 96384 LBM

(C) This headquarters has reviewed subject report and makes the following comments: Reference paragraph 2b(5) of 1st Indorsement and paragraph 2c of subject report, Intelligence.

a. The document referenced in the 1st Indorsement originated as a result of an attack on 10 October 1968. The 7th and last indorsement to the letter is dated 29 December 1968. Essentially, the 17th Combat Aviation Group requested that additional security be provided and that fields of fire be cleared at the airfield.

b. On 17 January 1969, I FFORCEV Artillery representatives attended a meeting with interested agencies at Ban Me Thuot and developed certain recommendations as set forth in DF, AVFA-AT-C, subject: Enemy Artillery Threat to Ban Me Thuot City, dated 3 February 1969. As a result, I FFORCEV directed the senior advisor to curtail the freedom of the enemy to conduct standoff attacks at Ban Me Thuot and attached the DF prepared by I FFORCEV Artillery as an inclosure in letter, AVFA-GC-SD, subject: Enemy Artillery Threat to Ban Me Thuot City, dated 14 February 1969.

c. In response to the letter, the senior advisor, 23d ARVN DTA submitted a report, MACTN-BM-SA, subject: Enemy Artillery Standoff Threat to Ban Me Thuot City, dated 24 February 1969. In this report he reviewed the actions taken and made the observation that the ultimate solution will have to await the availability of a well-trained RF/PF security force in that area.

FOR THE COMMANDER:



D. A. PHILLIPS
1LT, AGC
Asst AG

Cy furn:
17th Cbt Avn Gp

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AVBAGC-O (9 Feb 69) 3d Ind

SUBJECT: Operational Report of the 10th Combat Aviation Battalion for
Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 17 MAR 1969

T/HU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-OT,
APO 96558TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 203101. This Headquarters has reviewed this report, considers it to be adequate
and concurs with the contents as indorsed, except as noted below.

2. The following additional comments are considered pertinent:

a. Paragraph 1b(3), Page 2: Concur. Request for comments on the
accuracy and adequacy of standardized MTOE has been sent out to all CAGs.
Responses to this request should indicate the supply officer problems.
New MTOE will be developed to ensure adequate manning in this and other
areas.b. Paragraph 2a(1), Page 15: The establishment of an experience
level for the aviator inventory in SEA must provide for an adequate number
at the operational (company/troop) level. The presently established
level is based upon total aviators assigned and does not consider the ex-
tensive number required to fill higher level staff positions and to fill
those cockpit seats requiring a greater skill level than the recent flight
school graduate, i.e., CH-54 pilots, IP's and Standardization IP's. Con-
sequently, it is not unusual to find some companies/troops with an aviator
experience level far lower than the overall DA established criteria. It
is considered appropriate for DA to review this matter periodically to
determine availability of experienced aviators worldwide so as to permit
an increase in the number assigned against SEA requirements.c. Paragraph 2a(2), Page 15: Although there is a moderate overall
shortage of doorgunners in the 1st Aviation Brigade, the shortages cited
for the 48th AHC are also due to imbalance in distribution of brigade
assets. Corrective action was taken during February to closely monitor
and balance distribution of volunteers for doorgunner duties. In addition,
arrangements have been made with higher headquarters for assignment of a
small number of infantrymen above TOE/TDA authorization, thus providing
a means for reducing the shortage of doorgunners to an acceptable level.d. Paragraph 2b(1), Page 16: Concur. Briefings and SOP's if vague
or inadequate should be refurbished into understandable guidance. It is
definitely beneficial to conduct walk through alerts for newly assigned**CONFIDENTIAL**

AVBAGC-0

SUBJECT: Operational Report of the 10th Combat Aviation Battalion for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

personnel. Timing of the practice alerts would, by necessity, have to be geared to operational commitments and availability of personnel to realize maximum training potential from this exercise. Practices, either announced or surprise, will prepare each unit to more efficiently and effectively react to actual alerts.

e. Paragraph 2c(1), Page 17: Concur with Command action.

f. Paragraph 2d(1), Page 17: Concur with Command action.

g. Paragraph 2d(2), Page 18: Concur with Command action.

h. Paragraph 2g(1), Page 20: Nonconcur. The observation states, "if the survival kit is placed somewhere other than on the person it is likely to be neglected during a crash and destroyed if a fire occurs." The recommendation is in direct conflict with this observation, when the survival kit is attached to a strap and placed on the floor next to the door. 1st Aviation Brigade Regulation 385-10 requires that the individual survival kit be attached to the crew member. Recommend that USARV study the possibility for issue of United States Air Force SRV-21/P individual survival vest to Army aviators.

i. Paragraph 2g(2), Page 20. Nonconcur. One RT-10 survival radio is normally considered minimum essential; additional radios are carried based upon availability. Some units issue the survival radio(s) to the crew chief and are maintained aboard the aircraft at all times. Other units issue radios on a mission basis by platoons or sections. That control method, proven to be the most effective by each type organization, should be employed.

FOR THE COMMANDER:



DONALD R. ANDERSON,
Capt. AGC
Asst. AG

AVNCC-DST (9 Feb 69) 4th Ind

SUBJECT: Operational Report of 10th Combat Aviation Battalion for Period
Ending 31 January 1969 RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 31 MAR 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned
for the quarterly period ending 31 January 1969 from Headquarters, 10th
Combat Aviation Battalion.

2. Comments follow:

a. Reference item concerning Signal, page 18, paragraph 2f and 1st
Indorsement, paragraph 2b(8); concur in modification. Nonconcur in para-
graph 2b(8), 1st Indorsement. Technical assistance should be obtained
from the unit's direct and general support facilities, not the 1st Signal
Brigade. The unit will be so advised.

b. Reference item concerning Individual Survival Kits, page 20, para-
graph 2g(1); nonconcur. Concur with comments in 1st and 3d Indorsements.
On 27 March 1969, USAFV requested authorization to requisition 1300 SRV-
21/P survival vests (minus components) for issue to each aviation crew
member in RVN in lieu of the Army provided carriers for individual survival
kits.

FOR THE COMMANDER:



C. D. WILSON
1LT, AGC
Assistant Adjutant General

By furn:
10th Cbt Avn Bn
1st Avn Bde

GPOP-DT (9 Feb 69) 5th Ind (U)

SUBJECT: Operational Report of HQ, 10th Cbt Avn Bn for Period Ending
31 January 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 **16 APR 1969**

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:


C. L. SHORTT
CPT, AGC
Asst AG

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